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A.—(1) During 1921–22 the Agency Commissioner had no elephants and the Agency Divisional Officers had 15 in all as shown below :—

Divisional Officer,	Khond	4
Do.	Savara	2
Do.	Oriya	3
Do.	Ghats	2
Do.	Rampa	2
Do.	Koya	2
	Total ..	15

(2) & (3) Yes, subject to payment of eight annas a day for each elephant on days on which it is actually used.

(4) No.

(5) A combination of elephants and mules has been proposed as providing the most efficient means of transport.

(6) Six mules are able to carry as much as one elephant, and on this basis the details of cost are as below :—

	Six mules.	One elephant.
	RS.	RS.
(*a*) Capital cost	1,500	3,500
(*b*) Upkeep including wages for drivers, etc., per mensem ..	180	120
(*c*) Harness (average for one year) ..	78	100

An elephant's average working life is estimated at thirty years and that of mules at ten years.

(7) The elephants being intended only for conveyance of furniture, tents or luggage, the Divisional Officers are not exempt from the liability of maintaining the prescribed means of locomotion, viz., a horse or a motor-car or a motor-cycle.

District board railway in Ganjām.

440 Q.—Sriman SASIBHUSHAN RATH Mahasayo: Will the hon. the Minister for Local Self-Government be pleased to state—

(*a*) whether the District Board, Ganjām, applied to Government for a loan with a view to construct a railway line from Gopalpur to Russellkonda ;

(*b*) if so, what was the amount of loan applied for and under what conditions ;

(*c*) whether the Government expressed inability to sanction the loan and, if so, the circumstances that led to that decision ;

(*d*) whether it is a fact that money realized by levy of railway cess and earmarked for construction of a railway is now sought to be utilized by the district board for general purposes ;

(*e*) whether it is a fact that the Zamindars' Association, Ganjām, protested against such utilization ;

(*f*) how much of the earmarked funds accumulated up to now has been contributed by (1) each of the zamindars and landed proprietors of the district, and (2) by the ryots living in the proprietary estates ; and

(*g*) whether the Government have passed any orders on the subject ; and, if so, to place the said orders on the table ?

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A.—(*a*) & (*b*) In February 1921 the district board desired that the Government should become a half owner of the railway providing half the capital cost and requested them to lend to the board the remainder of the capital. The amount required by the board was about Rs. 18 lakhs, and no conditions were specified.

(*c*) The Government stated that they were unable to advance a loan in 1921–22 and that it was doubtful whether they would be able to advance any in 1922–23. It was anticipated that no funds would be available.

(*d*) The district board resolved that the railway cess accumulations should be distributed between the taluk boards in the proportion in which they were collected; and that each taluk board should contribute to the district board 20 per cent of the share that it would be entitled to.

(*e*) The answer is in the affirmative.

(*f*) The Government have no information.

(*g*) No orders have yet been passed.

Non-co-operation in the Agency division.

441 *Q.*—Sriman SASIBHUSHAN RAṬH Mahasayo: Will the hon. the Home Member be pleased to state—

(1) whether a Sub-Inspector of Police in the Agency division finding a non-co-operator preaching rebellion had him sent away under Police escort with a view to having his entry into the tract forbidden;

(2) whether the civil authority to whom the matter was referred allowed the said non-co-operator to return and reprimanded the Police officer for exceeding his duty;

(3) whether the non-co-operator referred to is Alluri Sitaram Raju described in Government communiqués as one who intends to set himself up as an independent chief;

(4) whether there were risings in the Rampa Agency previous to this: if so, when and for what reasons; and

(5) what steps are being taken to quell the rebellion; and to state the real cause of the rising?

A.—(1), (2) & (3) The Government have seen a statement to this effect in the newspapers, but have hitherto been unable to obtain any corroboration of it. They would be glad of any information in the possession of the hon. Member.

(4) The hon. Member will find an outline of the past history of the Rampa Agency in the Gōdāvari District Gazetteer.

(5) The Government can add nothing at present to the communiqué already issued.

Schools of Engineering at Vizagapatam and Trichinopoly.

442 *Q.*—Mr. M. R. SETURATNAM AYYAR: Will the hon. the Minister for Education be pleased to state—

(i) the present strength of the classes in each of the Schools of Engineering at Vizagapatam and Trichinopoly;

(ii) whether the number of classes and the courses of training given to the students are the same in the two schools;